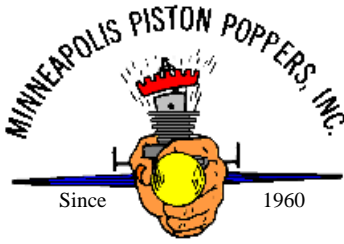


Prop



Wash

Prop Wash is a publication of the Piston Poppers Inc., an AMA U-control club

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Any articles for the newsletter are greatly appreciated and will be published as soon as possible.

January 2023



<http://www.pistonpoppers.com>

Just got the okay from the EAA scheduling our building sessions are in the book for February Saturday the 18th Saturday March 11th and Saturday April 8th. the building session was a success .

More than a half dozen members attended.

Tom Sontag brought a couple projects, one was the mounting of a motor and fuel tank on a Sig Banshee. Keith Sandberg and myself got that accomplished, to Tom's delight.

Jim Gevay came to check on things, John, our Treasurer came to take care of business, Bob Cheney kept busy,

Everyone who came made it a Good Winter club get together!

Also, Don Olson brought his computer demonstrating his designing of his new airplane , also brought the new flying circle center piece, that he did a Great job on designing, programming, and CNC routed...almost too nice to walk on.

Oh Yes, there were Donuts!

Thanks to everyone who attended!

See you at the next one!

Tony

Magnum Rebuild – Big Bird

“Don’t do it.”

Sage advice from Keith regarding the time it takes to rebuilt someone else’s airplane (broken or not).

"It takes less time to build a new one from a kit."

Rewind.

An elderly gentleman offered his never flown Sig Magnum for sale. It sported

a clean Super Tigre .51, a powerful and well-desired engine. I bought the airplane and brought it home to the micro shop. It barely fit.

There it sat for months, until began my year of hard labor:

1. Removed the engine and sent it to Randy Smith for timing and blue printing
2. Reinforced the bottom of the fuselage where the wing was inserted
3. Rebuilt the tail to align the horizontal stabilizer
4. Changed the length of the control rod to correct elevator position
5. Reskinned the fuselage from cockpit to tail
6. Reglued balsa sheeting on the wings (semi-successful)
7. Removed fuel tank
8. Sealed inside of the crutch with epoxy
9. Installed Magnum uniflow fuel tank from Brodak
10. Opened the bottom of the fuselage
11. Replaced the wire lead outs with multi-strand
12. Strengthened the mounting plate of the bell crank
13. Glued the cloth joining the bottom of the wing panels
14. Reinforced the lower wing/fuselage joints
15. Removed and painted the canopy
16. Opened the top of the fuselage
17. Glued the cloth joining the top of the wing panels
18. Reinforced the upper wing/fuselage joints

19. Cut off an inch of the outer wing panel to correct centering issue
20. Sanded elevator and flap joints to reduce binding
21. Replaced covering on the flaps and elevator with transparent MonoKote
22. Reduced rudder angle
23. Removed wing-mounted landing gear (foam wing)
24. Reinforced bottom of fuselage and added landing gear
25. Sanded wings and body and applied spackle
26. Discovered that dope melted the spackle
27. Re-sanded wings and body and reapplied spackle
28. Painted with yellow enamel
29. Top coated with a mist of clear enamel
30. Yellow enamel bubbled up, abandoned clear enamel
31. Looked like Big Bird from Sesame Street
32. Ordered and applied vinyl model name "Magnus Avis" (Latin for Big Bird)
33. Ran engine on the bench, ran great
34. Ran engine in airplane, powerful but irregular, bogs down in climbs
35. 66-foot lines have the right feel
36. Playing with fuel feed, fuel mixture, glow plugs and propeller
37. Noted that the enamel dirties easily
38. Noted that the enamel gets soft
39. Looks quite yellow in the air

Hats off to Sig and Mike Pratt. The Magnum flies very nicely.

Now, if I can just get the motor to settle down . . . and the paint is harden . . . and . . .

Tom Sontag



Frozen Fun Fly Sorta

Another New Year, another frozen “NON” fun fly for the club. This year it was decided to hold our Jan 1st get together and chili feed indoors.

Though I had to leave early there were 10 of us sharing and enjoying the festivities with stories and good food.

Once again we were treated to the famous chili from Karen’s kitchen. She sure knows what us boys like; there were many treats to go along with the chili. Thanks go to all who brought the goodies.

The show and tell was interesting from Jim Perry and his pretty wife there was a Wanko rotary glow engine and a old O.R glow engine. Don had an electric model completed and ready to fly Don also showed us some handles he has made. New comer Bill brought in his project of build-up fuse with formed balsa shells for the bottom and top turtle deck with carved and hollowed wing tips. Impressive. I hope he shows us how he makes these as anytime I’ve tried them and they always crack and break.

Bob Cheney



Building Session

Don, Keith, Tony and Tom along with John and Jim G joined me. Watching Tony help Tom install motor and fuel tank on a rescue Banshee Tom has been reviving. While this was happening the rest of us were catching up on the latest happenings in our lives, families and projects.



Keith brought with him a couple planes that are getting close to the finishing process. The big one is a Hawker typhoon, while the smaller one was scratch built. When I asked what it was based on he held up his thumb and said *“that’s about right”*.



Don brought in his electric ship for some touch up while Tom was working with his Formula one inspired plane he used for show and tell at our last meeting.



Keith’s Hawker



Keith's rule of thumb



Tony and the Banshee



Don's electric

November Flying Photos

from Tom





From Jim Gevay

I moved into town a couple weeks ago and have visited the guys out at the field. Looking forward to meeting and flying with you soon. Here are some pics of John and Keith flying today.

Best Regards, Bill Ervin (new guy)





**MEETING NOTICE: Building
Session.... February Saturday the
18th**

